

# \$65,000,000 WILL BE SPENT THIS YEAR FOR SMALL HOMES IN THE SUBURBS SPLASHES OF YACHTING NEWS ON LIVE TOPICS

## Cottage Builders Plan 12,725 Houses in Rapid Transit Zone.

FOR 127,250 PEOPLE.

Masses Must Live in Flats Still, Because Builders Cannot Keep Pace with Demand.

More than 12,725 family dwellings will be built in the suburban rapid transit zone this year.

The new houses will be of the cottage type. Most of them will be of frame construction. Not over 20 per cent will be designed for more than one family.

Brooklyn builders are planning to put up 4,300 more than a third-of the year's total. Queens builders plan 2,600. The Bronx and South Westchester will build 2,049. The New Jersey suburbs will build 2,162. Nassau and Suffolk Counties, on Long Island, are planning for 600. Staten Island will build 333.

These estimates are obtained from the work of builders during the first five months of the year, compared with their work during the corresponding period last year, and from the percentage of known increases in new projects. Building statistics show that Queens builders will increase their dwelling output 25 per cent. during the present year; that the Brooklyn increase will be 15 per cent. the Bronx 20 per cent., New Jersey 15 per cent., Staten Island 10 per cent., while Nassau and Suffolk will increase 50 per cent. on account of the many new big promoting syndicates which have become active there. At Massapequa alone more than 150 new dwellings a year have been projected for a course of several years. The entire contract calls for 1,000 houses.

### Where Builders Are Busy.

Brooklyn's output of small family dwellings during 1905 was 4,287. The indicated 15 per cent. increase for 1906 will add 643 more houses to that figure. The 1906 dwelling production in the Bronx was 1,118 and that of Queens Westchester districts was 600, making a total of 1,718. The year's increase of 20 per cent. will make the total 341 larger.

Queens' builders put up 2,122 dwellings in 1905. Their 25 per cent. increase this year will swell the total by 523.

New Jersey built 1,830 houses in the coming rapid transit zone last year. A 15 per cent. increase will add 282 to that total.

Nassau and Suffolk built 400 houses last year. The big percentage of increase this year will make the total 200 larger.

### New Homes for 127,250 Persons.

In the entire suburban zone to be opened by rapid transit projects under construction the new dwellings of 1906 numbered 16,700. Although the single family dwelling is counted as a home for six persons, on the average, it is figured that an average of ten persons found homes in each of the new houses. So the 1906 dwelling output in

the suburbs made homes for 167,000 persons. At the same average the new houses of the present year will make homes for 127,250 persons. As the entire suburban flow of population is figured over 30,000 for the year it is plain that many persons must find homes in flats.

### Thousands Must Live in Flats.

These one-family and two-family dwellings are distinct from the great masses of population which moved into the suburbs in 1905 went into flats. In the Bronx during that year 440 flat houses were built to make homes for 4,500 persons, while the 1,108 dwellings offered homes for 11,080 persons at the most.

Brooklyn's new flats for 1906 numbered 2,700. They made homes for 52,000 persons.

The fact that the sections of Brooklyn, Queens, the Bronx and New Jersey which are nearest to Manhattan are being built up more thoroughly with flat houses is the strongest argument in favor of further outlying land. The rush from Manhattan is based largely on the desire to escape congested residential conditions, with the resultant high rents.

### Small House Booms Coming.

The outgoing families prefer small private dwellings. When they move into suburban flats it is because such flats are an improvement over Manhattan flats because they cannot get private dwellings in the suburbs.

In the fact that the quarters of the coming rapid-transit zone are particularly available for the construction of small private dwellings. It seems certain that such houses will be built in immense numbers to meet the demands of families who are forced still to live in flats. In this respect it is believed the far outlying sections will be the coming centers of building homes. The new flat-house districts will settle into a conservative investment development similar to that in Manhattan flat-house centers.

### Average Cost \$3,000 a House.

The 10,700 small family dwellings built in the coming rapid-transit zone last year cost a total of \$32,550,000. Brooklyn's 4,300 houses cost \$12,510,000. The 2,122 houses in Queens cost \$5,945,550. The Bronx spent \$4,350,550 on its 1,118 dwellings, while South Westchester's 600 cost \$1,690,500. Richmond's 333 cost \$921,870. The New Jersey suburbs spent \$3,640,550 to build 1,830 houses. Nassau and Suffolk Counties completed their 400 at an outlay of \$890,000.

The average cost of each house was around \$3,000. Builders of this year have maintained the same average in their new projects. It is recognized that \$3,000 represents the cost of the average family dwelling or cottage, in the suburbs within the rapid transit zone, within a radius of twenty-five miles from the Manhattan City Hall. In Brooklyn the average is a little higher. In Queens, Richmond, Westchester, it is a little lower.

From these figures it is evident that the 12,725 dwellings to be built in the suburbs this year will cost nearly \$40,000,000 for construction. With the land, they will represent an investment of \$65,000,000. If the new houses make homes for 127,250 persons the investment represented for each person would be \$510.

The savings bank interest of 4 per cent. a year would be \$20.40 on \$510. This sum, plus taxes, repairs and an allowance for depreciation, would represent the yearly rent paid by each of the ten persons who live in an average suburban dwelling. If five persons lived in the house, the yearly rent for each would be twice as much.

### Cheaper than City Homes.

When it is considered that such a suburban residence includes plenty of

room, both inside and outside the house, with plenty of pure air, naturally accumulating surroundings and a further satisfaction of actual real-estate ownership, it is realized that cottage homes in the suburbs offer much more for the money than do flats or dwellings in Manhattan.

The suburbs in which the year's 12,725 small family dwellings will be built are confined to the immediate areas of rapid-transit evolution. The new rapid-transit zone will cover a twenty-five mile radius north into Westchester, between Long Island Sound and the Hudson River; another twenty-five-mile sweep into New Jersey. Early builders in those sections are keeping close to the main transit roads, either under way or projected.

### North in Line First.

Westchester promises the earliest realization of new rapid transit connection with Manhattan. The New York Central Railroad is pushing the electrification of its suburban system. The work should be finished, according to the engineers, early next fall.

To discount the quick time which will be made between Manhattan and the Westchester counties district in the 25-mile radius, cottage builders in Mount Vernon is double what it was a year ago. Yonkers, New Rochelle and other popular places show a like movement to prepare for a vast increase of residential population.

Long Island, however, is more than ever the stern center of land speculators, small investors and builders of private dwellings. The boom, which have been raging in Queens, Nassau, Suffolk and outlying Brooklyn show no sign of halting.

More miles of Long Island railroad are changed to electric motive power every week. The suburban service is becoming splendid in advance of the great rapid transit subway project, which are to bring all the 25-mile radius within less than half an hour of Manhattan.

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### To Sell Many Bronx Lots.

Heavy buying of Bronx lots at auction during the past week demonstrated what investors think of the northward population movement. Another great offering of vacant property will take place next Tuesday, when Auctioneer John L. Parish of Parish, Plancher & Co., will sell 269 lots of the Dickinson estate tract.

As to future residential development, it would be difficult to point to any limited area which has been so favored both by nature and by city mapmakers. The entire tract lies from 35 to 45 feet above tide level, on one of the highest ridges between the Sound and the Hudson River. The south line of the property is on Moshulu Parkway, a great boulevard, 600 feet wide, which will connect the Bronx and Van Cortlandt Park. Two-thirds of the north frontage overlooks Van Cortlandt Park, from which it is separated by a distance of 1,000 feet.

The Bedford Park and Williamsbridge sections have raised the expert's estimate of development. This is shown by the large number of attractive houses which are being erected in that neighborhood. Quick transit from

the Grand Central is likely to be a matter of a few months. Along the nearby stretch of the Harlem Railroad, beside each of the four tracks, supports for the third rail are in position.

The Webster avenue trolley line affords access from the Bronx Park terminus of the elevated road. A proposed trolley line along Gun Hill road and Van Cortlandt Park South will reach a station on the Van Cortlandt extension of the subway.

### To Open Big Asylum Tract.

Next in the dividing of large outlying Bronx tracts will be the sale of the St. Joseph's Orphan Asylum property at Pelham Bay. It will be held next Saturday by H. S. Mapes & Co. of No. 5 Liberty street. The tract has been cut into large building plots. It is the only property that can be obtained overlooking Pelham Bay, for adjacent property is held by the city and wealthy owners.

To the north lies the Westchester Country Club. Besides the natural beauty of the location and surroundings, the property is benefited by new transit facilities. The Rapid-Transit Commissioners have approved an extension of the Subway to Eastern Boulevard. It will place the entire section within a short walk of the Subways.

Careful restrictions have been made and the erection of private dwellings only will be permitted. The property can be reached by Subway to Simpson Street Station, then by Westchester avenue and Thurgood's Neck road. The mansion and other buildings will be sold.

The auction will take place on the grounds at 1 o'clock. It will last until evening.

### Brooklyn Sure of Quick Transit.

Builders on Long Island accept the statement by Chief Engineer Rice, of the Rapid Transit Commission, to the effect that the Brooklyn Subway from Manhattan will be completed by the beginning of the new year. The first tangible, definite promise of improved transit facilities. They say it will have a vital effect upon the prices of Brooklyn realty.

Instead of waiting a year or two years for a drop in ready investments in other parts of Long Island, purchasers of lots in Brooklyn expect to see their holdings increase to almost double during the summer and fall. In addition to the assured improvement in transportation, Brooklyn is the logical point for first and earliest development because it is nearest the large commercial center. The history of all suburban property shows that advancement begins nearest the commercial center and spreads outward. It rarely starts at the extreme edge and builds toward the business core.

Completion of the Brooklyn subway tube will weld Manhattan and Brooklyn together. The fact that the East River rolls between them will not make any difference when the question of close contact between a man's home and his business is under consideration. There will be no question of commutation other than the regular fare to the cars.

There are thousands of lots in Brooklyn, many of them along the line of the proposed subway to Coney Island, that cannot fail to increase in value. They will furnish desirable homes to those who want to be in close touch with the toll of the larger borough and yet avoid its congestion and consequent discomforts.

### Crowds Pour Into Brentwood.

Enormous sales of Brentwood lots during the past week are reported by the New York Suburban Land Company, owners of several tracts in that beautiful suburb. Another big excursion will run to Brentwood to-morrow. The train will leave East Thirty-fourth street ferry, New York side and Flat-

bush avenue, Brooklyn, at 1 o'clock. Representatives of the company will be at both places to meet prospective buyers.

The company announces that this is the last week of the opening sale at \$10 a lot. It has a force of men at work on development and will soon begin building operations for many lot purchasers. The company offers every facility and financial assistance to those who will build at once.

Preparations are under way to receive to-morrow the biggest crowd that ever has gone to Brentwood. Last Sunday three hundred people visited the place. Officers of the company believe it was the largest record for sales of individual lots.

Brentwood possesses peculiar advantages as a dwelling place, combining accessibility, healthfulness and beautiful surroundings. The public has been quick to grasp the opportunity of securing lots at the low price of opening sales.

A special excursion will go to Brentwood on Decoration Day. It will probably be the last of the season.

### Builders at Springfield Park.

The Main Line Tunnel Realty Company, of No. 140 Nassau street, is making a large number of investors and home-seekers visit the park every day. It is on the new subway line in Queens and has the best argument as to transit facilities with great success in the district. Real estate experts deem it a splendid place to purchase lots.

Arrangements have been made to erect a number of fine residences. The park has a full line of improvements, including pavements, street lights, street grading. It is surrounded by a network of railways and trolleys leading to Manhattan, Brooklyn and the ocean front. Special sales are being held on Saturdays and Sundays. There will be a great crowd on Decoration Day.

### Terminal Heights Very Near.

Ten cozy dwellings are under construction at Terminal Heights, L. I., and one hundred more will be started at once.

"We expect lot values to double before the one hundred houses are above the first story," said an officer of the Queens Borough Corporation yesterday at No. 113 Broadway. "We have opened our second section of 80 lots and prices show advances all along the line."

### REAL ESTATE AT AUCTION.

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Terminal Heights is near enough to the East River to partake of city development within a short time. It is only a mile from the new Blackwell's Island Bridge, at Sixty-sixth street. In other words, it is no further east from the Long Island end of the bridge than the East River end. It is three blocks from the huge Union Station site of the Pennsylvania, Long Island, New Haven, Rock and the Belmont tunnel across from Forty-second street.

Terminal Heights streets are paved and curbed. They have sewers, water, gas. The promoters look for a brisk building movement during the year because the settlement is now within a quick trolley ride of the East River ferries.

### ARCHIE ROOSEVELT AILING.

Sent to Oyster Bay to Get Benefit of Sea Air.

WASHINGTON, May 25.—Archie Roosevelt left yesterday for Oyster Bay under the chaperonage of Miss Harriet Swan, who has been a house guest of the President and Mrs. Roosevelt.

Archie has not been well for some time and needs the benefit of the sea air.

### REAL ESTATE FOR SALE—BROOKLYN.

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